

EDITORIAL JOURNAL BOX

EDITORIAL

Having just about got myself back into gear again after a couple of months off, I guest it is about time to settle down and get this Journal on the road.

Whilst away resting in Canberra, I had a phone call from a member in Queanbeyan who offered to take me to have a look at his, and various other layouts in the area. I availed myself of this opportunity, and there are a couple of photos further on in Journal to illustrate these three layouts as I saw them.

When I returned home, I found my Victorian brass locomotive waiting for me, and when I got to sorting out my mail, I found two letters from the importers - one in reply to one of mine, and one asking me about delivery instructions!! After my burst in the last Editorial, was my face red!!

APOLOGY

So, I now offer my unqualified apology to the proprietors of Broad Gauge Models, for any imputation, made or implied, in my last Editorial.

Whilst on the subject of errors and omissions, Paul Kehoe tells me that somewhere between two typists and an Editor, we have managed to increase the population of WA by nearly 1 000 000. His article on page 59 of Journal 148 should say that the population of WA is 1.25 million, not 2.15 million as we printed. I wonder what Mr Howard would say if he found that Journal was right, and not Paul?

Rex Little
Editor

ON THE COVER

NSWGR 40-6-0 locomotive 1916, shunting at Darling Harbour, 4/6/69.

Photo by Kevin Brown

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CONTENTS

	Page
The Secretary's Desk	74
Railway Vehicle Compensation	75
Writing Model Railway Articles	78
Pop Valve	80
Smoke Signals	83
The Branch Line	95
An Open Letter to A.M.R.A. Members	105
Branch Notes	107

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THE SECRETARY'S DESK



The Rail Motor illustrated on the cover of Journal 147, came from the pen of Jim Faingrs. These units were to be seen on the QGR branch lines in the 1930s. The white circles on the windows were to let the passengers know that they were fitted with glass, as prior to this series, cars were open to the elements.

One of the outcomes of Ted Thoday's letter will be that we will become our own printers. There is a letter from Roger Lloyd in this issue which is the basis for the above statement.

In the next issue of Journal we should have some positive information on this matter. This idea has been discussed at C.O.M. meetings in the past, but the dollars and cents were beyond our means.

However, the one thing we would like to get under way is sub-editors. A volunteer in each state who would rustle up material, check it through, and then send it to Rex. We do have one member in Brisbane and two in Sydney who have offered to do drawings where required, so the sub-editor in either of those two states can get any drawings accompanying an article drawn up before the article is forwarded on.

It has been stated before, that Journal is not in any way in competition with any other magazine, but is for the purpose of passing information about Association activities, and what the members are doing.

The members of NMRA do not think their bulletin should not include a variety of modelling articles, even though they have quite a selection of commercial model railway magazines to choose from. All club magazines that I see carry such articles, and after all, not every member buys these other magazines. For one thing, the over-

seas ones are getting rather costly, and not everyone can get to a hobby shop and peruse their stock before purchasing.

Renewal time will be along again not long after you read this, and we again ask that you be prompt in renewing to be sure of the continuity of your Journal, and to have your name included in the membership list prepared at the end of the year. We still get the odd complaint that someone's name did not appear on the list. This is the case if they have not renewed before the list has been sent to the Editor.

I thought it a bit odd that last week I read the editorials of two overseas magazines, both on the same theme, namely contributions. Both were asking for contributions to be clearly set out, and both gave no guarantee of immediate appearance in the respective magazines. It seems to be fairly common for editors to try to have a stock of articles on hand, with which to try and plan ahead for balanced issues. It would appear that we are not alone in this matter, contrary to some comments I have received.

What other changes may come about in the Association are not clear and any constructive ideas, apart from the printing of Journal, have not been received by the COM as yet.

I have heard many speakers on the radio talking about the need for change, and at the end of the session no one is any the wiser as to what the future should be, mainly because not one practical idea has been put forward. One character was burbling on about the need for revolution, indeed bloody revolution, to bring forth a new order. What the new was to be the interviewer could not find out, and I am sure the

speaker did not know either. Change just for change sake may be just a dream, and any proposed change in anything needs careful consideration. One can read about, or hear of some of the changes that have been instituted, all with enthusiasm, but have soured or foundered for various reasons.

I did hear a speaker the other day say that the biggest obstacle to overcome in bringing about change was human nature, and if anyone was clever enough to be able to do that, the rest would be easy.

A reminder about the Federal Modell-C Competition, closing 2 October 1982, at the NSW Branch Exhibition at the RAS Showground.
Categories:

Scratchbuilt

Locos, passenger and goods rolling stock, lineside features

Kit Assembled

Locos, passenger and goods rolling stock, lineside features

Modified Kits

Locos, rolling stock

Entries to be handed to Ken Edwards in the Information Office, Mazda Building, by 10.30 am, to enable judging to be done early.

If you intend to enter, and have read the judges' comments in Journal 147, you will know what information to supply along with the entry.

So, surprise us all with the number of entries.

Norm Read

Railway Vehicle Compensation

by Ångström

Introduction

There have been several articles on this subject in various model railway magazines recently so you might say 'Why another article on compensation?'. To start with, it is a very involved subject and the ideas of one person may well complement those of another, but also there is a need to dispel some misconceptions that many commentators have given us on vehicle compensation.

I intend to explain what is meant by compensation, when it should be used, when it should not be used, and also give some practical examples of how to apply it.

What is Compensation?

If a railway vehicle had three wheels only, the vehicle would be perfectly compensated in that it could be guaranteed that under normal conditions, all wheels would be on the track at all times no matter whether the chassis or the track was twisted about any axis. We call this three-point suspension and it is a well known and obvious geometric

concept. Once we increase the number of wheels beyond three, no such guarantee can be made.

To take for example a four-wheeled vehicle, where the axles are mounted rigidly in a rigid chassis running on rigid track, it could be guaranteed that only three out of the four wheels could be on the track at any one time, unless the geometry of the vehicle and track were both perfect. Of course, nothing can be perfect in practice. If the degree of imperfection was such that one wheel of the four had lifted from the track by an amount greater than the flange depth, a derailment would be a possibility. The way in which a vehicle might be made flexible enough to accommodate imperfections in the track is called compensation.

In the prototype, and sometimes in modelling, the wheels are sprung so as to accommodate imperfections, but although springing is a form of compensation, it is not of direct concern in this article.

Why Compensate?

Manufacturers of ready-to-run models

overcome the problem of track irregularities by using flanges that are so deep, that in all but the very worst trackwork, derailments will be avoided. Those of us who wish to use flanges that are nearer to scale may have to consider compensation on some of our vehicles, and those of us who wish to work to true scale standards, such as Protofour, will find it obligatory in nearly all vehicles.

Returning to our four-wheeled vehicle again, it is obvious that the longer the wheelbase, the greater will be the need for compensation. For example, if we mount the wheels rigidly on one side of the vehicle, but mount the wheels on the other side to a centre pivoted beam running the length of the vehicle wheelbase, we will have reverted to a three-point suspension, and within fairly broad limits, the vehicle will be perfectly compensated. Another way of compensating the vehicle would be to have one rigidly mounted axle, and the other with a single bearing mounted on the centre of the axle. This latter method of compensating a four-wheeled vehicle is the one usually recommended, but I declare that it is inferior for the following reasons. Let us suppose that the vehicle comes against a vertical step in one of the rails, say at a poor track joint. When the step is hit by the wheel it will tend to bounce. With an uncompensated vehicle the energy involved in hitting the step will be absorbed through the whole length of the vehicle and bouncing, with the probability of derailment, will be greatly resisted. However, when an axle has a centre bearing with the wheels free to lift relative to the chassis by large amounts, the tendency to bounce when hitting such an obstruction will be resisted by the wheelset alone acting through a distance equal to half the axle length, and derailment is far more likely. The same can be said for the longitudinal beam compensation, but a long beam is a far better energy absorber than an axle. In fact if we study the mechanics of the subject, it can be

shown theoretically that the ability of a beam to absorb energy is proportional to the third power of its length. That is to say that if we double the length of a beam, its ability to absorb shock will be increased by a factor of eight!

The point that I am leading to with this analysis is that compensation may cause more trouble than it saves, and therefore it should be applied to items of four-wheeled rolling stock or bogies only when the wheelbase is very long, the flange depth very shallow, or twists in the track very great. If you must compensate a four-wheeled vehicle, the longitudinal beam method is strongly recommended over the axle with a centre bearing, unless the former is too difficult to apply. As a practical example, one vintage of Hornby Double coaches had compensated bogies, but it was found that with the irregularities that are common with the trackwork in train sets, derailments were more common than with uncompensated bogies and the system was dropped.

Just to digress from the subject for a moment, it is this same third power law with regard to the ability of a rotating object to absorb energy, technically called moment of inertia, that governs that a locomotive with a high pitched boiler will be more stable than the same locomotive with a lower pitched boiler. This was not understood by many early railway engineers who were obsessed with keeping the centre of gravity as low as possible in order to prevent overturning at speed on curves. Of course if they had been modellers they would have known that a train would have to be travelling at a scale 200 mph round a 2 foot radius curve in HO before it would overturn, the equivalent of which is never remotely approached in 305 mm to 1 foot modelling.

Four-wheeled Locomotives

If one is building a 4-wheeled locomotive, compensation is very desirable, not so much from the point of view of keeping the vehicle from derailing, but because by ensuring that all wheels are

on the track at all times, all wheels are able to pick up current at all times. In a rigidly shod locomotive with four wheels, only three of them can be hard on the track at any one time and if a piece of dirt is encountered on the track, or even worse a dead frog, a stall is almost inevitable when running at low speed. My objection to the axle with a centre bearing does not apply to locomotive driving wheels, since there is normally much greater weight on them than rolling stock wheels, and they are normally much greater in diameter, both of which makes them less likely to bounce when hitting an obstruction.

Six and Eight-wheeled Vehicles

Having thoroughly examined the case of the four-wheeled vehicle it is simply a matter of applying the same principles to vehicles with six or more wheels. The more axles involved, the greater will be the number of possible ways of compensating the vehicle. It is only intended to describe a few examples in this article, and from them and the principles already discussed, it is hoped that readers will be able to develop their own methods for their individual problems.

The classical case of compensation is in the 4-4-0 locomotive where the bearing for each driving wheel is at the end of a longitudinal beam, one beam on each side of the locomotive, with each beam anchored to the chassis at a centre pivot. The bogie as a separate vehicle is compensated in itself and the front of the locomotive rests on the centre of the bogie frame. Thus a three-point suspension is formed from the bogie centre and the two-beam pivot points.

The same system could be applied to a 6-wheeled locomotive with two adjacent axles connected by beams and the third axle having a centre bearing. Most modellers find this system a disadvantage as none of driving axles are fixed rigidly to the chassis, and therefore some sort of flexible drive is necessary from the motor. It is more common therefore on a 4-4-0 to fix one driving

axle, use a centre bearing on the other, and then spring the bogie of the third axle of a six-wheeler to the chassis.

Bogie Rolling Stock

The most important application of compensation to the general modeller is that concerning bogie rolling stock. It is not the bogies themselves which necessarily need compensating but the one bogie should be compensated relative to the other. Everyone knows that bogies must be able to swivel in the horizontal plane in order to get round corners. But unless the trackwork is perfectly level, the bogies need to be able to pitch and roll in the vertical plane, otherwise with such a long wheelbase, derailments are likely at even the smallest track irregularities.

Most manufacturers get over the problem by so loosely fitting the bogies that they can swivel about all over the place with the result that the vehicles rock along the track as though drunk. In order to achieve proper stability in a bogie vehicle, we must revert to the 3-point suspension, which means that we must have one point of suspension on one bogie and two on the other. This will be achieved if one of the bogies is able to swivel, pitch and roll, i.e. suspended at its centre with freedom to rock back and forth and also rock sideways. Then the other bogie must be able to swivel, rock back and forth, but not rock sideways. This can be achieved by constraining the bogie with a centre pin, but suspending it on transverse knife edges. A perfect example of inter-bogie compensation can be found on 'Workshop 5' coach kits.

Conclusions

A knowledge of the principles of compensation is a must for anyone who is aiming for near 100% reliability in model railway operation. Application of compensation to some degree is essential to anyone who wishes to get away from the coarseness of proprietary wheel flanges, the finer the flanges, the more necessary becomes compensation, particularly on long wheelbase vehicles. But, I hear you say, 'My trackwork is

so well laid that the irregularities
that you talk about in this article

just do not exist', They don't OR
DO THEY?

WRITING MODEL RAILWAY ARTICLES

by Ångström

Introduction

In almost every Model Railway magazine that is picked up today, there is a plea from the Editor that he is very short of articles. This is because the vast majority of readers never contribute anything to the contents of the periodical to which they subscribe. The reasons for this lack of involvement are many, but the one which concerns this author is that would-be writers are unsure of their ability.

With a little general guidance, it is hoped that some of the shy potential authors might be encouraged to have a go. Perhaps also, some of the already active authors might find that these guidelines will encourage them to make their articles more interesting. The views expressed in this article on the written word, apply equally to the spoken word as delivered at a lecture or clinic on modelling subjects.

How to Plan an Article

When we were at school, we were taught that a composition should start with an introduction, in which the events leading to the subject of the article are outlined, then the subject should be dealt with in detail, and finally a conclusion should be written, summing up the outcome of the events explained in the main body of the text. Our former teachers were correct, and although the conclusion part may not be as important in modelling articles as it is in a story, the introduction is vital. 'Well begun is half done' should be the constant slogan of the aspiring short article writer. Having written the introduction in the way described, it is surprising how easy the body of the composition becomes. Conversely, an article which is poorly introduced

will put the reader off, and he may never read it in full.

Getting Started

Having decided upon the subject for an article, it is frequently difficult to get started, and many potential authors just have a mental blank at this point. A good suggestion is to imagine yourself in the dual roles of interviewing yourself on the subject. Imagine the questions which the interviewer will ask, and then write down your answers on paper. Join the answers up in a logical coherent manner, and there you have it, your first article. After the first success, subsequent ones will be just like falling off a log.

Some Do's and Dont's

Write in everyday English, avoiding long words where it is possible to say the same thing in shorter ones.

As far as possible avoid using slang or colloquial expressions, which might not be understood by readers from another state or country. For example, write 'non-corridor coach' instead of 'dog box'. For the same reason, avoid the use of trade names. For example, say 'P.V.A. white glue' instead of 'Aquadhere'.

Be concise and avoid unnecessary padding. In other words, avoid putting your passing thoughts into print. They may be of interest to you, and those who know you personally, but they are boring to everyone else. Similarly avoid bringing the names and activities of your personal friends into it, unless they are well known to the general reader.

Make sure that there is a substantial caption to any photographs or diagrams. It is a sad, but true fact that the

majority of 'readers' do no more than look at the pictures and study the diagrams. By adequately catering for the browser's needs, we may interest them to the extent that they will go back and read the text.

Keep sentences as short as reasonably possible.

Don't worry if you can't spell. A good editor or typist will correct spelling errors.

At the very end of the article, acknowledge the assistance given by other people.

Divide the body of the article into sections, and give each aspect a separate heading.

Padding

The most serious fault among writers of modelling articles, is to try and make them amusing by padding them with personal details. If you have a special gift for this, then by all means add the occasional remark - but make them short. With today's lack of material, editors cannot be too choosy, and it is not unusual to read irrelevant sentences such as: 'After five years of moving houses and acquiring odd bits and pieces, together with a large amount of drawings, my good friend John Smith finally prodded me into starting work on the model, and after my fourth attempt at the main frames, and burning a lot of midnight oil, I finally got the thing working, more to my surprise than anyone else's'. This sort of long sentence, which contains no useful information, will just lead to the readers to start skipping the text, particularly if such sentences appear in the opening paragraphs. However, a sentence such as: 'It will be noticed that most of the cows are positioned with their backs to the railway, as everyone knows that cows deliberately snub passing trains', arguably adds humour and colour to say a description of a layout. Padding should only be used if it adds real interest to the general reader. If in doubt, leave it out.

Conclusion

Having completed the first manuscript

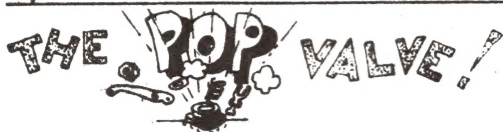
of an article, give it to some willing person to read for comments on the understandability and correctness of the English. If nobody suitable is available, put it aside for a week, and then read it again yourself before submitting it to the magazine. Don't be frightened off by the thought of having to spend hours typing it with one finger. Most editors will be happy with it if it is neatly printed.

Not all of us have the ability or courage to get up and talk in public, but delivering the written word takes no courage at all. There is an indescribable satisfaction in seeing one's first literary works in print, even if it is only a letter to the Editor.

How about it you modellers? You have developed some skills; you are certainly not tongue tied when it comes to describing them to your mates. How about sharing your experiences with all of us? After having had three or four articles published, you may find that you are famous!!

AM.R.A. HON. LIFE MEMBERS up to 1982

Tim Dunlop	Faith Dean
Margaret Dunlop	Ernie Dean
Alan Wilson	Norm Read
Rick Richardson	Rex Little
Arthur Harrold	Maurie McKinnon
Jack Treseder	June Dunn
Cedric Rolfe	Stuart Westerman
	Bob Gorrell



FOR READERS LETTERS

The Editor
AMRA Journal
Dear Sir

With regard to Ted Thoday's letter in Journal No 147, could I direct members' attention to one paragraph?

On page 43, the fifth paragraph down in the right hand column reads: 'Recent information from the Federal Secretary suggests that Journal will appear bi-monthly, starting in January 1982,...'

I would suggest that this sums up the problems which appear to be besetting both Journal and AMRA. I am in a position to know that the article was prepared and despatched six months prior to its appearance.

During the intervening period, there have been gaps in the appearance of Journal due, we are told, to lack of copy. With the greatest respect, sir, is it any wonder when submitted material takes so long to appear, and yet we are constantly urged to submit copy because there isn't any!

As an aside, my article, 'FRENCHWOOD - AN N GAUGE FANTASY', was submitted at about the same time as Ted's article, and both were published in the same issue. As these two pieces constituted almost all of the written material outside of regular features in this issue, it might well suggest that an overhaul is long overdue!

I am not attacking the present compilers who do a stirring job with the very limited resources at hand, I'm only suggesting that, perhaps, they should take a step sideways and have a good, long, hard, objective look.

It's good for the soul, you know!

Paul Kehoe

The Editor
AMRA Journal
Dear Rex

I read Mr Thoday's letter in March/April 1982 edition of Journal with great interest. Before we get into another bout of correspondence as to what is wrong with A.M.R.A., let me say that what is wrong with A.M.R.A. is what is wrong with the whole population of Australia. "She'll do mate" is our way of life. Let's look at some examples.

New Zealand has no difficulty in attracting 600 people to their Model Railway Conventions. Australia with four times the population could attract only 100 to the recent Hobsons Bay Convention.

British modelling magazines thrive on their correspondence columns, whereas in A.M.R.A. Journal, letters commenting on a recent article are practically unknown!

In recent years I have personally organised three mini conventions. Of the people who attended, about 40% would not commit themselves until one week before the event.

In 1975, when I was on the Federal Committee, I tried to introduce a system of recognition of members' special qualifications in the hobby. This required the co-operation of the states, but only one state and one sub-branch even replied to the letters.

I recently organised a one-day exposition at the NSW Branch clubrooms, and people who intended coming were asked to register. 31 People turned up the day, of who about 10 had bothered to register.

These are just a few of my experiences. Others will give you an equally long tale of woe. No my friends, it is the whole apathetic nature of the stereotyped Australian that needs to be examined. This observation, of course, does not apply to you the reader of this letter. The apathetic ones won't even read the letter, they won't read the Secretary's or President's columns, they won't know about anything unless a

separate notice is actually placed in their hand and then they won't commit themselves for fear that something else will crop up.

This letter is, of course, just one side of the coin. Not very constructive I am afraid, but having got it off my chest, at least I feel a bit better.

What I want from A.M.R.A. is for the members to stand up and be counted and say what they want, not the Committee members, not the Editor, but the masses.

Peter Betts

The Editor
AMRA Journal
Dear Rex

To me, Ted Thoday's letter is reminiscent of a Parliamentary party leader's speeches when his party is in Opposition, everything that is being done at the moment is wrong, and something should be done about everything - very easy when you don't have to do it and very very difficult when you DO have to, at least, try and do something!!!

Now, Mr Thoday, you asked for it so let's at you. What, exactly, are the 'certain things' you have viewed with 'some disquiet?' You say AMRA should be examined very closely to see if it is fulfilling the needs of the membership - what ARE the needs of the membership? Does anyone really know? It seems very difficult to get the members to give an opinion on anything judging by the number of letters we don't see in the 'Journal', which, you appear to maintain, should be the medium of communication between members, particularly those who can't, don't or won't attend meetings.

Regarding some of your 'salient points' - according to your figures some seventy-four of your WA members only have 'Journal' and 'Branchline' as their form of communication, which rather leads me to think that the said seventy-four aren't very interested because I can't recall seeing four, let alone seventy-four, letters to the Editor from WA, either complaining

or writing about anything else - do they write to 'Branchline'? If so, why not send more copies to the Editor and let's have the benefit of their thinking.

You say 'Those members not living in WA, NSW or Queensland only have the Journal. Is that good enough? I think not.' Well, there are only ten registered in ACT, including a Club, six in SA and two in Tasmania - Victoria has 259 members - and no 'News-letter' so we are in the same box, yet I have only heard the few odd moans that something should be done', but unfortunately, very few concrete ideas, and practically damn all in the way of offers of assistance! So, wouldn't you agree that it's really up to the members themselves to air their view instead of leaving it all up to a harassed Federal Committee who haven't got a 'crystal ball'!

You say you belong to another model railway organisation which faced a similar set of problems and evolved the better for it - well, how about telling us how you went about it, was it a local organisation, a State-wide one, did you have the distance problems A.M.R.A. has? What were the problems and how did you overcome them - we are all willing to learn!

I agree completely with the idea of 'slaughtering sacred cows' when necessary, ignoring the cry that 'its always been done that way' and that what men put together, men can take apart and improve, but before one slaughters the existing cows, one has to find some new ones if one wants milk, find a new way, and one that will work, before one dumps the old one, and make sure one can rebuild on a firm foundation, AND improve, before one wrecks the old house!!

Likewise, what exactly are 'the changing needs of the hobby in Australia in general and the A.M.R.A. membership in particular'? Again, generalities - please, Mr Thoday, be specific, give us some definite ideas, it might help!

It would be ideal if the Federal

Committee could be formed to include delegates from each State and/or district, providing they were properly informed as to the wishes and requirements of the members they would represent, but unless all these delegates are retired, or don't need to work, and are sufficiently 'well heeled' to be able to afford the travelling expenses, I can't see how they are going to meet physically, even once a year. Age and family problems are another consideration, employers still another. Telephone hook-ups would be costly, if lengthy enough to do any good, and as far as television is concerned, that seems to me to be getting into the realms of science fiction. Just imagine pushing the annual dues up enough to pay for a television hook-up, Australia wide, two or three times a year - all millionaires please stand up and be counted.

What is wrong with State Branches? They operate more or less independently, raise and use their own funds, and what's wrong with a little formality now and again? There are innumerable small groups/clubs/societies operating in Victoria, and probably elsewhere, some have tenuous connections with AMRA through their members also belonging to A.M.R.A., they come together at exhibitions sometimes, and all seem to get along quite happily - so what's new about that?

Should we 'sacrifice' the Journal for a better communication medium costing less to produce? Here we go again, WHAT better communication medium? In my experience, if you want something better, it costs MORE! And, precisely, what are we going to communicate? The Editor claims he doesn't get enough items to properly fill the 'Journal', members don't write letters, funds don't permit research which could provide reviews of new models, materials and methods, so just what is it that we are going to communicate that is so important.

The State newsletters that are published undoubtedly interest the State members, particularly the 'armchair modellers',

but would the contents of, say, the Queensland Newsletter, with its local content, interest your members in WA - I don't think so.

Your ideas, numbered 1 to 5 are commendable, but where on earth do you think you are going to find the people who are sufficiently qualified and suitably placed to carry out the duties outlined, IN THEIR SPARE TIME? I would think that there would be enough to keep at least three people busy full time if the jobs are to be done properly and if you only paid them a minimum tradesman's pay, the bill would be something like \$38 000 per year. Like we'd have to pay dearly for our information. And, that's before it's disseminated too!

I agree somewhat with item 6, coupled with other comments later in your letter, particularly in regard to cost-cutting. If we got away from 'good Journalistic practice' (a sacred cow?) used standard sized paper (A4), used straight typing 'across the page' instead of columns, used heavy paper covers instead of card, put the advertisements on sheets separate from the other contents so that people can discard what they don't want (they are now - pages ii to viii, ED) and let the members do their own binding in standard file covers, we could probably produce more for less, or, at any rate, no more and do it quicker. The 'Journal' does not have to compete on the open market with 'glossy' magazines, and I am sure the members would be satisfied to sacrifice some 'class' for content.

I can't see why anyone, in elevated positions or not, should wish to see the State 'Newsletter' abolished, but if these publish constructional articles, why can't these be published in the Journal and let everyone have the benefits and keep the contents of the 'Newsletters' to the items of interest to the members to whom they are circulated? Results of AGMs, State committee members, dates of exhibitions and their venues, and/or other items of general interest, such as layouts open for inspection by interstate visitors, etc,

continued Page 103

LIBRARY NOTES

*Page number
p 83 and 102 transposed*

During the last couple of months, the following magazines have been among the new stock added to the club library;

"RAILWAY MODELLER"	Feb, March '82
"CONTINENTAL MODELLER"	Jan/Feb '82
"NETWORK"	April '82
"MODEL RAILROADER"	Dec '81
	Feb, March '82
"MODEL TRAINS"	Jan, Feb/March '82

Another recent addition has been the book "MINIATURE SCENIC MODELLING" by Jack Kine.

The library is available for browsing at any meeting, and if you wish to borrow any of the books or magazines, please contact either my assistant, Arno de Smalen, or myself at any Branch meeting.

Simon Mead
Branch Librarian

'00' GAUGE LAYOUT NOTES

During the recent display at the "Grove" shopping centre, several minor faults were discovered on the layout. These are now being remedied.

I hope that before the next exhibition, a number of detail improvements can be implemented that should improve both the appearance and operating potential of the layout.

Simon Mead
Layout Committee
Chairman

(President's Page cont'd)

To Norm Read and Tom Parkes - two of our gentlemen of liesure - thank you for your availability and willingness to make those personal calls in office hours which have made smooth the way on many occasions. To Norm we also owe a debt of gratitude for his assistance with the duplicating of Smoke Signals and programmes as well as the mailings for the annual exhibition.

To the ladies' auxiliary for their part in making our meetings more enjoyable by catering for the inner man, especially Val Hogan who turns up so regularly thank you.

To my long-suffering wife, Dulcie, who has backed me up and typed all the programmes, Constitution amendments and Smoke Signals - thank you.

I thank the members for their vote of confidence in me by re-electing me as President for 1982.

Finally, I would express my personal thanks to all those committee members, officer bearers and others who have given of their time and energy during this past year. What has been achieved is the result of a team effort, and that is as it should be.

Bob Wardrop

President.

Parking at Rockdale

Members are reminded of the "No Standing" signs in Chapel Lane outside the club rooms. To avoid the possibility of fines, members should park in Hollands Lane at the back of the club room, in the MRA yard, or in the shopping complex across the lane from the club room - this parking area is open at all hours and is now available to us.

ANNUAL GENERAL MEETING 1982

The President presented a report covering the activities and achievements of the Branch during 1981 and expressed his appreciation of the efforts of all who contributed to those achievements.

The Hon. Treasurer presented an audited statement. Some discussion took place regarding the cost of producing and mailing "Smoke Signals" and the Branch Programme each quarter. The cost per quarter is approximately \$100.00 which must be met from Branch funds.

It was pointed out that Branch income comes mainly from the annual exhibition, plus the commission from the quarterly auction. The small donation paid by members for afternoon teas goes to the funds of the Ladies Auxiliary which paid for the new kitchen and helps to provide some amenities. Thus the Branch income is derived from the efforts of some forty or possibly fifty members active at Rockdale with some assistance from the wider membership at the exhibition, and yet our mailing list numbers approximately three hundred and fifty. It was pointed out that Victorian members received no mailing from the Branch, not even a programme.

It was resolved that a number of Model Railway and Hobby Shops be approached seeking sponsorship of \$40.00 per annum (\$10 per issue), such sponsorship to be acknowledged on the back page of "Smoke Signals" and members urged to support those shops so listed.

The amendments to the Constitution were passed overwhelmingly. From a total of sixty two votes cast (at the meeting and by post) no more than three members voted against any of the proposed amendments. The Federal Management Committee has already approved the amended Constitution. If you desire a copy of the Constitution as amended, please forward a stamped, self-addressed foolscap envelope to the Secretary with your request and it will be posted to you when copies are available.

The elected office bearers for 1982 are:

President: Bob Wardrop. Vice President: Charles Warren.
Secretary: Bruce Norton. Treasurer: John Skilton.
Committee men: Dave Bennett, Bob Gioia, Phil Kelly.
Branch Reporter: Bob Gioia. Auctioneer: Phil Kelly.
The Librarian for 1982 is Tony Smith.

CLUB ROOMS

Thanks to the efforts of Norm Thomas and George Bray, the double doors at the entrance to the main section of the club rooms are again in place.

Norm Read has produced from his magic hat two six metre lengths of 100 x 50 mm timber for use in the rebuilding of the storage shelves - thanks Norm. This project will soon resume and an early completion is planned.

ACQUISITION OF A.M.R.A. LAND BY ROCKDALE COUNCIL

Negotiations are continuing with the Rockdale Council to finalize details of the re-location of fences and the erection of ARMCO barriers to protect the wire fence along the Holland's Lane frontage. The need for the ARMCO barrier is obvious when the condition of the existing fence is seen; it has been badly damaged by trucks when manouvering into the delivery bay of the shopping complex. A.M.R.A. members attending the club rooms are now parking in the complex.

LAYOUT NEWS

H.O.

Jack Parker is drawing up plans for a new permanent layout in the club room extension. The layout will incorporate as many of the features requested by members in the layout questionnaire a year ago as is possible. At this time hand laid track is being considered in order to reduce future maintenance. Experienced track layers will probably be called for later.

HAWKESBURY

Due to the growing popularity of "N" scale for portable layouts, the number of good H.O. layouts available for our exhibition in October seems rather limited. For this reason your management committee has decided to place a higher priority on the upgrading of the Hawkesbury Layout.

As with all engineering projects, it is essential that there be one mind to plan the work, and as Phil Kelly is already deeply involved

(HAWKESBURY LAYOUT cont'd)

in the electrical and electronic side of the work, he will be the co-ordinator. Volunteers will be required to assist with this work. Initially there is a need for people experienced in the soldering of electrical connections.

Please realise that if the work is to be completed in a proper manner it is essential that volunteers do only the work which has been allocated to them and should not just jump in and do something which he or she may think necessary.

WALL LAYOUT

Bob Gioia intends that the scenicing of this layout will be completed this year, as this layout will continue in service after the completion of the new layout in the clubroom extension.

"N" GAUGE - As reported by David Bennett.

The "N" gauge layout was exhibited at the Australia Day exhibition at Birkenhead Point Shopping Complex on January 30th, 31st and February 1st. Great interest was shown in the "N" gauge layout which consisted of modules between the two major parts of the layout, similar to the October set up. Also I wish to thank the operators at that exhibition.

The layout will again be exhibited at the Willoughby exhibition on March 20th and 21st. It will again have modules but they will be different to those previously exhibited.

It is hoped that in future more "N" gauge modellers will produce their own modules so that we can have a greater variety for showing at exhibitions. Hopefully a standard will soon be produced as a guide to construction of modules.

David Bennett.

(The "N" gauge layout will also be on display at the Rockdale Arts & Crafts Festival to be held in Rockdale Town Hall from Wed. 31st March to Sat. 3rd April, 1982. RGW.)

LAYOUT NEWS (Cont'd)

"O" GAUGE

The "O" gauge system continues to expand within its space limitations. Most of the sidings are now laid and the control panels are in place. The turntable is awaiting its mechanism.

On Saturday, 16th January, the cry of "Hey! you left your carriages behind" came floating down from the upper levels of the club room heralding the first official running day of the layout.

* * * * *

AN ACT OF VANDALISM

We at Rockdale were saddened and angered to hear of the wrecking of the Prospect M.R.C. "H.O." club layout.

Many members will remember this fine prize-winning layout, which was stored in a large three-axled trailer outside the Prospect club room.

Vandals used crow bars to gain entry to the trailer and then removed and took away many of the bridges and viaducts which were a feature of the layout. Considerable damage was caused to both the layout and the trailer. It is thought that repair and renovation of the layout will take some eighteen months.

* * * * *

MODELLING CLINICS

The scenery clinics held on Friday 12th February and Friday 12th March proved very interesting and informative with a lot of information being disseminated by question and answer as well as by demonstration. Jack Parker again led the clinic and discussion in a very able manner.

On Friday 12th March, Mr. Bill Cluley of Daystar Pty.Ltd. of Rockdale brought along some examples of casting resins as can be used for forming scenery - he also answered many questions on the application of polyester resins. Of particular interest was clear surf board

(Modelling Clinics cont'd)

filling resin No.2. This resin sets in approximately twenty minutes and can be flowed into place to form lakes and rivers etc. The addition of a small quantity of dye to the resin can produce very realistic effects.

A.M.R.A. has been invited to visit "Daystar's" premises on a night to be arranged, when representatives will answer any questions on the use of casting resins and silicon moulding materials as well as demonstrating those materials. We expect to include this visit in the next quarter's programme.

COMING CLINICS

Sat. April 17th	Building Structures & Buildings
Fri. May 28th	Signalling the layout (what signals & where?)
Sat. June 19th	Building and operating your Signals

If you want to learn, or if you can bring along examples of your own work, come and participate and help to make these clinics just that much better.

MODELLING COMPETITIONS

The winners of the modelling competition for 1982 were:

First:	James McInerney	62 points
Second:	David Bennett	31 points
Third:	John Macbeth	14 points

James' win was well deserved for not only did he enter more models in the competition than anyone else but he also gained more first prizes at the quarterly competitions.

Congratulations to the prizewinners for some fine modelling.

.

The management committee has resolved to modify the points to be awarded for the competition during 1982.

Each entrant will receive one point for each category they enter (not one for each model) with the winners receiving a further three points for a first place, two for second and one for third.

(Cont'd)

(Modelling Competitions cont'd)

The competition will be divided into six categories:

Scratchbuilt:	Structures Locomotives Rolling Stock
Kitbased:	Structures Locomotives Rolling Stock

The item entered in the competition should be the work solely of the entrant. Any work carried out by another person shall be nominat^{ed}, i.e. painting, lining etc.

The use of commercial items other than as allowed by the rules of the A.M.R.A. Federal Modelling Competition shall be declared - i.e. commercial chassis for locos.

It is hoped that the interest and number of entries will continue to grow during 1982.

SHOW & TELL AND DRAW BAR PULL AND SLOW RUNNING CONTEST - 20/3/82

With the activities listed for this meeting, it should have been a full programme. Unfortunately there were too many other attractions this day -

The XPT and the newly reconditioned 3642 ran to Maitland and back with combined R.T.M. and A.R.H.S. tours.

The replica of Stephenson's "Rocket" was running in Hyde Park.

There was a procession of fire floats and assorted boats on the Harbour to celebrate the 50th anniversary of the Harbour Bridge.

There was a display by men and helicopters of the R.A.A.F. at Bradfield Park.

The Willoughby Model Railway Festival was on, with the A.M.R.A. "N" scale layout being exhibited there.

The Roselands model railway exhibition was also in progress at

(Show & Tell cont'd)

Narwee.

Due to the small attendance the programme was abandoned, but those members present enjoyed an afternoon of good fellowship. The "O" gauge layout was operating all afternoon.

* * * * *

EXHIBITION NEWS

A.M.R.A. (N.S.W. Branch) will again hold its annual exhibition at the R.A.S. Showground in October 1982.

Graham Larmour will again be Exhibition Chairman. Graham pointed out that an increasing percentage of portable layouts are now featuring "N" scale. In order to keep a balance with HO layouts, Graham will be looking for some good new (to us) HO layouts.

If you have such a layout or know of anybody who has and would like to display it at the October exhibition, please contact Graham who will arrange to inspect the layout with a view to accepting it for exhibition.

Willoughby Model Railway Festival - 20th & 21st March 1982.
As noted elsewhere the A.M.R.A. "N" layout will be exhibited.

Rockdale Arts & Crafts Exhibition - 31st March to 3rd April 1982.

The "N" scale layout will again be on display at this exhibition.

* * * * *

SLIDE & PRINT COMPETITION - Friday, May 14th.

Bring, show and discuss those unusual slides and prints, or just come along for an interesting night.
Categories for model and prototype photos.

MODEL RAILWAY EXPOSITION - Saturday, 1st May 1982.

Members are urged to attend the one day Exposition to be held at the Rockdale Club rooms from 9.50 a.m. to approx. 6.00 p.m. The theme of the Exposition will be "Improving the Standards of Model Railway Construction and operation".

For more details see the last issue of "Smoke Signals" or "Journal" - attendance is free.

Should there be sufficient interest and enough layout invitations received, a tour of home layouts will be arranged for Sunday 2nd May.

Anyone seeking to register or desiring more information should contact the principal organiser, Mr. Peter Betts, 40 Merrilee Crescent, Frenchs Forest, 'phone (02) 451 9744, or Bruce Norton, C/o. P.O. Box 194, Rockdale, 2216.

* * * * *

AUCTION - Saturday, 5th June 1982

Over the years at these auctions we have sold many varied and odd items as well as model and prototype railway equipment. Items range from Triang and Lima to brass locos and have also included electric sewing machines, dentist's drills, and, yes, even a kitchen sink.

Come along and sell your surplus equipment - someone may be seeking just what you no longer need, or perhaps you may need what someone else no longer requires.

All goods for auction must be in the hands of the auctioneer by 2 p.m.

A commission of 10% is deducted from all sales and goes to Branch funds.

* * * * *

SILVER ANNIVERSARY MEDALLIONS

If you haven't yet obtained your medallion commemorating A.M.R.A. N.S.W. Branch Silver Anniversary, you had better get your order in. Of the 300 medallions minted there are now about five left - obtain yours by contacting the Secretary, Bruce Norton. The price is \$4.50 at the club room or \$5.00 posted.

A.M.R.A. CLUB COATS

Some enquiries have been received from members desirous of obtaining club coats as worn by several of our members at exhibitions etc.

These coats are made of light brown gabardine material with short sleeves and a zip front. The A.M.R.A. badge is embroidered on the breast pocket in gold and silver. The member's name is embroidered in gold running script above the pocket. When last purchased they cost \$32.00 each.

Those members interested should send a stamped, self-addressed envelope to the Secretary, A.M.R.A. N.S.W. Branch, P.O. Box 194, Rockdale 2216, with a request for a self-measurement chart and an order form.

When some idea of the number required is available, enquiries will be made of the manufacturer to determine the current price and delivery.

* * * * *

This edition of "Smoke Signals" has been

sponsored by

MR. J. P. LINDERMAN

of

FILM ELECTRICS

Hazlett Street, Chiswick

Mr. Linderman is a member of A.M.R.A. and was present at the Annual General Meeting.

We express to Mr. Linderman our sincere appreciation of his most generous donation.

* * * * *

Produced by Bob & Dulcie Wardrop and Norm Read.

The Branchline

THE NEWSLETTER OF THE WESTERN AUSTRALIAN BRANCH
OF THE AUSTRALIAN MODEL RAILWAY ASSOCIATION



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VOL 6 No 3

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BRANCH REPORTER

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JUNE 1982

A.G.M. REPORT

At the 1982 Annual General Meeting, held on 3rd May, 25 members were present to hear the President's Report, the Treasurer's Report, and to elect the Office Bearers for the coming year.

Under the chairmanship of one of our Trustees, George Bristow, the following members were elected to the Branch Committee for 1982-83.

President

Vice President

Secretary

Treasurer

Committee

Ted Thoday

Tony Gray

John Martin

Alan Porter

Simon Mead

Craig Hartmann

George Noble

Graham Watson (Branch Reporter)

PRESIDENT'S PIECE

The month of May has turned out to be very hectic from the Branch point of view. First the Annual General Meeting, then, in quick succession, the Westrail Open Days, the Grove Plaza Shopping Centre display and the Modelling Competition. The last three items are mentioned elsewhere in this issue so I do not intend adding to that. Thank you to all those who attended to A.G.M. For the benefit of those who could not attend, all the retiring Committee members were elected for another term of office. Thank you for the vote of confidence. I think when you have read the Office Bearers' reports, you will agree with me that the Branch has been well managed. Your Committee will endeavour to continue this work, but we would appreciate any constructive ideas for improving what is already being done and to make the programme reflect the needs of the membership. Thank you all for your support.

Ted.

WESTRAIL'S TELETHON OPEN DAYS ON 8TH AND 9TH MAY

Robin Filkin, Westrail's Manager of Public Affairs and the organiser of the Open Days has asked me to pass on his sincere and heartfelt personal thanks to all those who participated in the A.M.R.A. displays. I gather that everyone, from the Minister of Transport downwards, was extremely impressed with the professionalism, not only in the displays, but by all who manned them.

I understand that a formal letter from Westrail will convey a similar message, plus an invitation to participate again next year. (March - the exact dates are not yet known, but make a note in next year's diary now).

The overall takings were about \$21,000. After deducting certain necessary expenses, about \$18,000 will go to the Telethon Appeal.

Everyone who has spoken to me about our displays has basically said the same as Robin - every comment has been complimentary, and I have not received any critical comment at all.

To all involved, thank you, and congratulations on a job well done. You've made a lot of friends.

Ted.

HAVE YOU SEEN.....

..... "Model Railway Constructor" for January, February and March? The continuing series on 'Building a layout - The trackwork and point rodding' Also in these issues a continuation of Stephen Williams' articles on Model Building Construction, and part 6 in the April issue has just dropped on my desk.

..... the April edition of "Model Railways" magazine, a completely new and exciting format. - Probably the best model railway magazine I have seen. Iain Rice starts his in-depth investigation into motors for 4 mm scale - seven pages, basically on the X04 motor. Jack Wheldon's series on live steam continues and looks at maintenance and overhauling. There is also the first of a series of pull out Data Sheets, this one on basic electrification. One word of warning though, please. The wiring of the 240 V AC supply shows the use of the 13 amp fused plug system and its associated equipment, which I am told is not acceptable for Australian conditions!!! S.E.C. Regulations require this part of the wiring to be done by a qualified electrician.

Having said that, the article is very good, and explains in simple terms, the basic power supply, types of controllers, power rating, etc..

..... the new edition of the book "Miniature Scenic Modelling" by Jack Kine. This is a must for anyone who intends to 'scenic' their railway. Available from Bambi Toys and Hobbies, price \$6.00. A copy has been purchased for the library.

HAVE YOU HEARD..... the rumours going around about the demise of "Model Trains" magazine? It seems they may be untrue. The January issue was extremely late in being published. A combined February/March issue has just been received and I understand that the April issue has hit the book stands in U.K. It's still published by Airfix (now Palitoy) but it has a new editor.

A new magazine - "Scale Trains" - has just appeared, edited by the previous Editor of "Model Trains" but with a new publisher. Confused? So am I, keep your eyes on the magazine racks at your local newsagents.

PROGRAMME

Mon.	7th June;	Films	
Sat.	12th June;	General Club Activities	(Note 1)
Wed.	16th June;	Auction	(Note 2)
Mon.	21st June;	General Club Activities	
Sat.	26th June;	General Club Activities	
Wed.	30th June;	General Club Activities	
Mon.	5th July;	"W.A.G.R. Operations 1960-70" by Allan Tilley)	(Note 3)
Sat.	10th July;	General Club Activities	
Wed.	14th July;	Local Hauling Contest	(Note 4)
Mon.	19th July;	General Club Activities	
Sat.	24th July;	General Club Activities	
Wed.	28th July;	General Club Activities	
Mon.	2nd Aug;	Slide Night	(Note 5)
Sat.	7th Aug;	General Club Activities	
Wed.	11th Aug;	"Timber Railways. - Prototype and Model" with Edwin Woodland	(Note 6)
Mon.	16th Aug;	General Club Activities	
Sat.	21st Aug;	General Club Activities	
Wed.	25th Aug;	General Club Activities	
Mon.	30th Aug;	General Club Activities	

TIMES OF MEETINGS AS FOLLOWS : Mondays and Wednesdays : 8.00 p.m.
Saturdays : 2.00 p.m.

The rooms will be open at least 15 minutes prior to starting time. All meetings will be held at the clubrooms, upon Meltham Station, unless otherwise stated.

PROGRAMME NOTES

- NOTE 1 : On these meetings, the library will be available and the Sales Cupboard will be open and of course there will be other modellers to talk to. These meetings will also be used to further develop the layouts and also for members to run their trains on these layouts.
- NOTE 2 : Mid-Year Auction - so bring along your unwanted model railway gear and/or cash. The Branch will take 10% commission on all sales. If you have anything to sell please try to get it to the rooms as early as possible on this night. The rooms will be open at 7.30 p.m. for this purpose. Auction forms are available at the rooms - please fill these in ~~BEFORE~~ the night.
- NOTE 3 : Allan Tilley will show slides of railway operations in the South West and Great Southern regions of W.A. in the 1960s and 1970s.
- NOTE 4 : The aim of this competition is to find the most efficient loco, with traction tyres, without traction tyres, and the best hauling loco overall. Bring along your most powerful locos and find out just how good they really are!!
- NOTE 5 : "Flash Yours" - your slides that is (what else??) Don't leave it to everyone else - as they could be doing likewise. Let's see a dozen or so of your railway or model railway slides. We would prefer to see slides that have not been shown previously.
- NOTE 6 : Edwin, who has had a long association with the timber railways of this State, will describe the role of the railways in the timber industry, and show how such operations can be duplicated on a model railway.

"HENLEY JUNCTION"
(A test bed of ideas) by Dick Smart.

Memories of my first train set go back to the war years of 1943-44. I had the misfortune to be caught up in the London Blitz, and was hospitalised for about nine months. One day my father came to visit me, and under his arm, lo and behold, he carried a parcel containing a tinplate locomotive, four to five assorted pieces of rolling stock and a circle of track. Until this day I have no idea where he managed to purchase this trainset at such a time, but it did wonders to a young lad named Richard. This feeling is still with me and was awakened in 1979 when I visited the Branch's Model Railway Exhibition at Subiaco City Hall.

As some club members already know, I dabble in the scenery aspect of our hobby, and I guess that my 12' x 20' layout reflects this. My wife first suggested that I use only half of the old garage, but my artistic nature got the better of me, and I was persuaded to use all of the garage.

The layout has no diagrammatic plan as such, but in the space available I have continual running, albeit single track only. Plaster scenery constructed over chicken wire dominates the whole layout, while there are over 200 trees, a lake, a river, 5 bridges, 2 tunnels, 5 stations and a 5' long curved viaduct, plus the usual cuttings, overpasses and gradients.

Possibly the most striking piece of scenery is "Mt. Pleasant", which reaches to the ceiling and is the highlight of the layout.

Track is "00" Peco flexible track (about 55 metres in all) with 20 Peco points and motors, as yet not connected to the control panel.

I use a "Pace" controller which achieves very good slow running plus a "Relco" track cleaner, which helps things along.

Rolling stock is quite assorted varying from a Lima G.W.R. railcar, No. 22 (Blood and Custard), to a Hornby L.M.S. "Dutchess of Sutherland".

I guess I am a wee bit slap happy about my rolling stock, but as long as it runs well and looks good on the layout, I am happy. (Isn't

that what the hobby is all about).

The layout has been operational for just on eighteen months and has given very little trouble to date, except for the odd rat or two dying from an overdose of Ratsak.

Both my sons (age 5 and 2 years) have running sessions with me, which can be quite exciting. My wife has a flair for modelling buildings which are mostly made from cardboard kits, so, you can see the whole family enjoys my hobby.

Finally, the layout is being used as a test bed for ideas and experimentation for a future layout which I hope to exhibit at the 1985 Exhibition.

GROVE SHOPPING CENTRE DISPLAY 20 TO 22 MAY

This is being written before the event, so there is very little to say. But I do want particularly to thank all those who have rallied round again, giving of their valuable time and expertise, to ensure that this display has no manpower problems. I know it will be a success.

Ted.

EXHIBITION REPORT

Planning for the AMRA Model Railway Exhibition at the South Perth City Hall on October 30th and 31st is now in hand with about 9 layouts promised (including at least 2 new ones), most of the hobby shops proposing to come and useful support from the kindred societies.

Although I have not yet proceeded to the full formality of an Exhibition Committee, I have "acquired" the support of Paul Kehoe and Dick Smart, who will be given specific commissions appropriate to their interests and skills (media publicity and visual presentation, respectively). Other AMRA members on my list are yet to be "commissioned" and late in June we should be able to hold our first co-ordination meeting.

Alan Porter.



No. 5

A.M.R.A. N.S.W. BRANCH NEWSLETTER

March, 1982

PRESIDENT'S PAGE

I do not intend this year to print in full the report I presented to the Annual General Meeting or to dwell at length on plans for the future.

All items mentioned in my report have been covered more fully in past issues of Smoke Signals and the Annual General Meeting is reported in this issue.

I will however take this opportunity to express my appreciation of the work done by the members of the management committee and others.

The modelling competitions, as introduced by Nev. Murray, have continued. Bob Gioia has largely been responsible for organizing these competitions. To Bob and the Judges - Bill Cooper and John Saxon - thank you most sincerely.

Renovation of the club rooms has continued throughout the year with several members assisting. A special thank you is due to the carpenter-in-chief Norm Thomas who was ably assisted by George Bray.

Several film nights have been held and our thanks are due to John Skilton for selecting the films as well as picking them up and returning them.

To Graham and June Larmour and their sons Phil and Mark, a special word of thanks for their efforts before and during our exhibition and for their concept and drive which culminated in the Silver Jubilee Dinner.

could, and should, be published in the Journal, but local items like working bees, barbeques, etc, are a waste of space in a Federal publication.

Now, as to all these rumours regarding the printing of the Journal, may be the 'Nullabor Drums' need re-tuning, or perhaps it might be better to get a 'better communication medium'!!!! If it is obvious to you, Mr Thoday, that the proposed method, even if it is classed as a 'foreigner', should be classified as 'fraud and/or theft' - your words - don't you think it would be as obvious to the person proposing to use it? If so, can you imagine that Tim Dunlop, a foundation member of A.M.R.A., and a responsible citizen, is so stupid that he is going to run headlong into a situation where his actions would bring A.M.R.A. and himself into the parlous condition you specify? Some years ago I was in a position where I could have had the use of a large photo-copier whenever it was not required for other purposes, with the full knowledge and approval of all concerned, provided I supplied or paid for the paper, covered the appropriate charges for the number of copies made, and did the job in my own time.

In my experience, a 'foreigner' is not necessarily something that is done or made without the approval or knowledge of the employer, it may simply be something that is different to the normal run or it may be similar to the normal, but applied to a different purpose and approved by the employer as long as normal work is not interrupted or deferred. How do you get your 'Newsletter' printed, Mr Thoday? Does the WA Branch own a printing press? Do you have it photo-copied? If so, who pays for the typing, the photo-copying, the stapling, the envelopes and the postage to send it to the 74 members who don't attend meetings? Do you levy your members to cover the cost or have you a couple of tame philanthropists over there who 'fork out' when required?

'Let him who is without sin cast the first stone', and I beg leave to object to what I consider an unprovoked attack on a member who is at least trying to do something - and, as I've said before, there are not many - and, for one who is suggesting that costs should be cut and new methods tried, etc, I think your remarks reflect a very 'one-eyed' (to say the least!) attitude.

As to your suggestion that a detailed breakdown of the costs of producing the Journal should be published so that members know where their money is going; are you suggesting that the Federal Committee and the 'Journal' staff are getting a 'rake-off'? If not, what precisely are you looking for that is not shown on the balance sheet? You say that you have knowledge of the problems associated with the production of a magazine - well, you should also be aware of the problems connected with the production of 'Journal', produced by people in their spare time, who would probably prefer to get on with their modelling instead, such as communication 'snags', late delivery of their copy, transport to and from printer, checking as to who has and who hasn't paid their dues, packing and postage to distant parts without loss of time so that these far-flung members may, at least, get what little information there may be in the Journal.

At the end of your dissertation you again harp on the fact that you are going to 'fight to the death' to keep the 'Branchline' going - why all this fuss? I have not been able to find anything that says you can't produce a newsletter if you want to, or anything to indicate that you will be cast out of the A.M.R.A. into 'outer darkness' if you do - so, why not just keep on producing it, satisfy your own Branch members, and your own ego, and stop making a big deal out of it!

I'm afraid that I must disagree right up to the last, I cannot see the Editor having no difficulty in filling the 'Journal' with letters, ideas or con-

structive criticisms unless there is a very marked improvement on the part of members whose one desire, it would appear, is to remain anonymous.

I'm all for the 'constructive discussion and ideas', but, surely, you must have 'had your tongue in your cheek' when you refer to personal attacks - you sure made one.

This diatribe may or may not get printed, and I am not going to set up a howl like the politicians and claim 'equal time to reply' so I can prove everything the other bloke said was wrong, but, just in case it does, here are a few ideas of mine that could also be 'thought provoking'.

1 To All Members - if you are not satisfied with something, for goodness sake SAY SOMETHING, don't just sit there and mumble away to yourself.

2 Remember, an idea or a suggestion may not in itself be practicable, but it may suggest a new line of thought.

3 When writing letters or articles, try and type them if possible, some people's writing is atrocious, and when they get enthusiastic, their writing often gets worse because their thoughts get ahead of the pen - I know mine does.

With articles if typed, try double-spacing, it makes it easier to read and don't forget a few simple sketches can sometimes say more than a lot of words.

4 Don't forget the Editor has to read your copy and if he can't read it it's never going to get printed, and likewise, he hasn't got the time to rewrite too much. The typist has to read it too, and decipher it, or it will never finish up as 'copy'.

5 As I said earlier, restructure the 'Journal' format slightly, never mind about 'good journalistic practice', use straight across the page typing, on, say, A4 paper, leaving a sufficient margin on the left hand side to allow for punching holes for filing, provide only a slightly heavier front cover sheet, put advertisements on sheets separate from the rest, people don't want to keep advertisements for ever,

and' this would allow them to be discarded instead of taking up filing space. This, I feel, could cut production costs a bit and probably speed up production.

6 Don't worry too much about photographs if we can't reproduce them easily. Use line drawings where possible or even sketches, but do not forget measurements. Possibly we could have say one issue per year for all photos with appropriate references, even if that issue costs a bit more.

7 Require the Federal Registrar to advise the appropriate 'Journal' staff member as to who is unfinancially sound, say every month, on a date to be fixed, so that 'Journal' staff would not have to refer to the Registrar every time, which I understand happens at present. A few might get away, but it would be a minor attempt at some 'streamlining'.

8 As I said once before, appoint a Managing Editor to oversee all the odd bits and pieces and let the Editor get on with editing - and keep him 'on the ball' too! Appoint an Associate Editor to each State - if you can get any volunteers - whose job it would be to collect and collate information of general interest and forward it on, thus relieving the Editor of some work and also ensuring that there was something from everywhere at all times.

9 Cut out the purely local interest stuff from the 'Journal', things like working bees and barbeques, etc, but certainly include such things as exhibition dates and venues, layouts or plans for inspection by interstate visitors, who to contact with regard to these things, etc.

This has got to four pages and I think it is enough from me, but, surely if I can write four pages, there should be a lot of others who can write at least one, if they don't, no-one will ever know what they think or want and we will have to continue the search for a crystal ball or fall back on the old ouija board!

SO, FOR GOODNESS SAKE, DON'T JUST SIT THERE - DO SOMETHING!!!

Gordon Duncan

An Open Letter to A.M.R.A. Members

Ladies and Gentlemen

Ted Thoday in his letter in Journal 147 (March/April 1982) stated his objective was to open up discussion in order to elicit constructive comment. In response to Ted's letter, I would like to try to make some positive suggestions for the benefit of Journal and A.M.R.A.

Again, while I am President of the Victorian Branch of A.M.R.A., this letter is written only in my capacity as a member, and does not necessarily reflect the views of the Victorian Committee of Management or membership.

Most of Ted's letter was devoted to Journal. Journal is a little like

Melbourne's weather, everyone complains but no one does anything about it! I believe that production of Journal, or a newsletter in some form, is essential as a medium of communication to all our members. Without Journal, what value would the 28 or so Victorian country members get out of the A.M.R.A.?

Victorian Branch has not produced its own newsletter because it has relied on Journal for communication. However, I must admit that we, as a Branch, have failed to consistently keep the membership informed through 'Branch Notes', although a perusal through the last 3 years' issues shows all branches at fault. I personally enjoy Branch Notes and read them first, along with the "Secretary's Desk".

The newsletters issued by 3 branches obviously fulfil a need. Having read a few of these newsletters, I have been very interested in their contents and do not consider them too parochial and they would be of general interest to all members if they were published Australia-wide.

Without an effective Journal, the danger is that the State branches will go their own ways and in effect become

the Model Railway Clubs of Glen Iris, Rockdale, Meltham and South Brisbane.

As I see it, there are 4 main problems with Journal. There is inconsistency and irregularity of issue, the long production time from editorial deadline to receipt by members resulting in out of date news, the cost and quality of production, and because of the first 3, the lack of good copy.

Let's look at cost first. Since 1978 the cost of Journal has been a big drain on the financial resources of the Federal body. Accumulated funds have declined from \$6074 in June 1978 to only \$1159 as at 30 June 1981. A close look at last year's accounts (see Journal 146 Jan/Feb 1982) shows a loss for the year of about \$1300. The major factor in this loss was the cost of printing Journal at \$5478. This works out at about \$1.50 per issue based on 4 issues with a run of 900 copies. A change of printer was made from Journal 131 to reduce this cost to about \$1 per issue, but we have suffered a distinct reduction in quality of printing. I hope this change will enable Federal to balance the budget this financial year.

The second problem is the early editorial deadline. From my enquiries the following is the chain of events from conception to distribution.

- 1 Articles are pre-typed in rough columns.
- 2 Editor checks spelling, content etc, and makes further adjustments in spacing.
- 3 Copy goes to final typing where right hand margin is justified.
- 4 Copy sent back to Editor for proof reading.
- 5 Final copy then goes to Publisher for pasting up.
- 6 Paste-up then sent back to Editor

- and then to printer.
- 7 Journals are printed, and then collected by Editor.
 - 8 Editor sends Journals to another member who envelopes and prepares for posting, and then posts.

This whole process takes about two months. This is just far too long for Journal to be an effective means of communication of current news, hence the production of the State newsletters to fulfil this need.

The lack of regularity can be fixed with improved organisation and a commitment to publish on time, regardless of quantity of content. As Ted said, there is enough information in the three State newsletters to fill a Journal, without any construction type articles.

Well, these are the production problems, so what can we do about them? My suggestion firstly, is that we speed up the editorial process by purchasing a modern electronic correcting typewriter with automatic justification and memory. This will eliminate the need for pre-typing, except for maybe handwritten articles. The editor would then only need concern himself with content, grammar and spelling. A suitable typewriter is the Brother EM-2 which costs \$1750 (possibly less with a trade-in of our current model). With this aid, the editing and typing can be cut down to a couple of day's work.

(Perhaps, if the typing was done on a commercial basis, and not just in spare time. Anyway, justified typing takes at least 50% longer, even on an electronic model. ED)

Next, we should consider printing Journal ourselves. Many years ago we did this using a stencil duplicator. I consider the reproduction by this method leaves a lot to be desired. A better alternative is to print Journal using an offset printer. Offset printing has the ability to reproduce photographs, can print in colour, and is relatively cheap to run. Reproduction is 1 to 1 ratio, enabling plans to be exact scale. The printing cost, includ-

ing paper and ink, of a Journal should be no more than 25 cents a copy. This would be a saving of \$675 per issue of about \$4000 per year. Against this is the cost of maintenance.

Now for the crunch - the initial capital cost. A reconditioned offset printer with a 12-month guarantee can be purchased from Roneo Alcatel Pty Ltd for \$1950. In addition, a plate maker is needed at \$2173. A collator at \$1222 would save much labour. Other items needed would be a stapler for about \$60, and photographs would need to be professionally screened.

The capital cost of the typewriter and printer totals about \$7060. However, this amount would be saved in less than two years, particularly as the States shouldn't have the need to produce and post their own newsletters because the time from editorial deadline to posting of Journal could be reduced to as little as three weeks.

Obviously, the Federal body does not have the financial resources to purchase this equipment. While the cost would be about \$9 per member (excluding family), it would be unfair to levy the current membership. A substantial proportion of the cost should be borne by the people who support the Association through exhibitions. In other words, the branches should provide the capital with repayments from Federal from the savings in production costs.

Incidentally, another important use for the printer would be for 'Guides for Model Railways', Standards booklets and Data Sheets, etc.

I am prepared to offer my services to help run the equipment should the production of Journal remain in Victoria, and another member has indicated that he would also be prepared to assist.

Well, having hopefully solved the production problems, what about content? A sub-editor should be appointed in each branch, an obvious choice being the current editors of Branchline, Smoke Signals and Greenboard. Then it is up to you, the members, to submit your words of wisdom to these sub-

editors. Two things I would like to see is space for Australian manufacturers to advise of new products as a service both to them and to our members. Also, we should allow affiliated clubs to submit articles on their activities, perhaps featuring one club each issue.

Now on to some other matters raised by Ted. While I agree with his aims for the Association, e.g. trade officer, pressure group, etc, these would mostly be beyond the resources of the Federal Committee using voluntary labour. However, some of his cost saving ideas could be implemented without delay.

May be the constitution and structure of the Association should be reviewed. I like Ted's suggestion that a delegate from each branch meet with the Federal Committee. This would normally only be required about every 2 years, but I

think there is a need to call such a meeting as soon as possible to discuss in what direction the A.M.R.A. is heading, and particularly the matters raised by Ted and others. A fare equalisation scheme would be needed so that the West Australian Branch is not penalised financially.

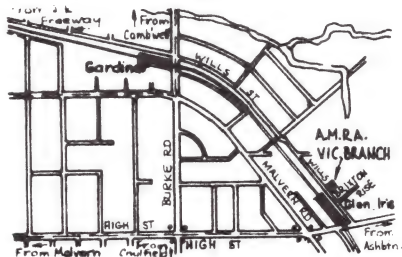
I hope my proposals will be taken as being constructive, and that the high initial cost will not deter serious consideration by the membership.

I look forward to hearing from interested members either through these pages or personally.

Roger Lloyd
6 Kiers Court
Rosanna East 3084

BRANCH NOTES

VICTORIAN BRANCH NOTES



The June meeting was the Annual General Meeting, where the new Committee of Management was elected.

Your new Committee are as follows:

President	Roger Lloyd
Vice President	Manfred Ebinger
Secretary	John Harry
Treasurer	Stuart Westerman
Committee	Bill Secker
	Bill Morehouse
	Ray Brownbill
	Geoff Brown

This year's AGM was rather special,

as for the first time in a number of years, we had to vote for the new COM. This must show a growing interest in the management of the Victorian Branch, so keep it in mind for next year.

As we have a change in COM, so we have a change in the monthly competitions. Firstly, the modelling competition. Rather than have a different theme every second month, there will be seven model categories over a period of twelve months. Therefore a person can bring any model, in any one of the 7 categories, to any of the monthly General Meetings.

His models which score the highest number of points in the categories in which he enters, will count towards the Trophy at the end of the year - the end of the year being the next AGM. Confused? Well if you are interested in entering your models for the competition, just ask any one of your COM for further details.

The Modelling Competition categories are as follows:

- 1 Motive Power. All types of locomotives, including self powered rail cars.
- 2 Passenger Vehicles. All types, including sleepers, diners, observation, combine and baggage coaches.
- 3 Freight Vehicles. All types, including brake vans.
- 4 Maintenance Vehicles. All vehicles used to maintain, repair, or construct the permanent way.
- 5 Permanent Way. All types of trackwork, signals, buffer-stops, bridges and tunnels.
- 6 Structures. All types of buildings - lineside, residential, commercial, or industrial.

NOTE All items in the first 6 categories will be judged purely on the basis of the category, and not any supplementary scenery or bases.

- 7 Display or Diorama. A model or group of models associated with railways, including supplementary scenery.

The Fyren Models Competition will still be held on a bi-monthly basis. The next one will be held at the September meeting, and the next at the November meeting. The Fyren Models competition is for a model constructed from an Australian produced kit.

The Photographic Competition will now be held every month, and the person with the highest number of points will receive a certificate. The person with the most points at the end of the year (next AGM) will win the Trophy.

General meetings are held on the second Thursday of each month, at the Clubrooms at 92 Wills Street, Glen Iris (opposite the Glen Iris railway station). The Clubrooms are open from 7.00 pm. The meetings start at 8 pm.

The following are agenda items for the next few months:

AUGUST

- 1 Sun Operating day on the Club Layout, commencing at 2 pm
- 12 Thur General Meeting. Films and talk on Steamrail by G Stuchbery
Competition. Photo of de-

- 15 Sun railment or railway accident Working Bee. General clean up of the Clubrooms
- 29 Sun General running day on the Club layout, commencing at 2 pm

SEPTEMBER

- 5 Sun Operating day on the Club layout, commencing at 2 pm
- 9 Thur General Meeting. Slide and tape night on American Model Railways, by Ray Brownbill. Competition. Photo of Model Railway Locomotive, 0 scale or smaller. Australian produced kit.
- 26 Sun General running day on Club layout, commencing at 2 pm

OCTOBER

- 3 Sun Operating day on the Club layout, commencing at 2 pm
- 14 Thur General Meeting. 'Flash Yours'. Members bring your favourite slides to be shown to all. Competition. Photo of a railway turntable.
- 31 Sun General running day on the Club layout, commencing at 2 pm

Members will note that there are General running days and Operating days. General running days are when you bring your trains to run on the Club layout. Operating days are for members who wish to run trains in a prototype manner, and eventually to a timetable. Members are not required to bring a train, as they will be either driving or operating a station. If they wish to bring a train, contact Graeme Nitz or Manfred Ebinger for further details.

Any interstate or country members who wish to see the Club Layout while they are in Melbourne, can contact the Branch President, Roger Lloyd, telephone 459 6508. Roger will be glad to arrange to have you shown around.

Sleeper
Branch Reporter

QUEENSLAND BRANCH NOTES

The build up to the Queensland Branch's 5th Model Railway Exhibition 1 - 3 May 1982, was certainly the busiest time the Branch has ever experienced. Thanks to all members who assisted in staging the Exhibition.

Our HO and HOn3½ Branch Exhibition Layout was rebuilt and refurbished to include a larger station area where the Fiddle yard once was. Drastic improvements to the Canteen and Information stand were also done. To make sure that these jobs were finished, it was not unusual to see Branch members at the Clubrooms all weekend, day and night. The Exhibition was our biggest so far, with 43 stands, including 36 operating Model Railway displays. As well as the Branch's Exhibition Layout, many members submitted displays, including David Sharp's N gauge layout, Lionel Keen's Trade Stand, David Jenkins and his warehouse, Steve Malone's Sn3½ layout, John Hill's HOn3 Puffing Billy layout and scenery making display, plus the finely detailed N gauge (mostly NSW) layout by the Hill and Wall families. One late entry for the Branch was Terry Paton's 'Valhalla Castle Express' HOn2½ layout for the children to drive.

With the large amount of TV coverage at our 4th Exhibition drawing 12 000 visitors, it was considered that our 5th show attendance would be less due to only the one TV segment, where a slightly elevated Vice President Jes, starred with our Exhibition Layout in the Clubrooms, on a Current Affairs program a few days before the show. However 15 000 attended, stretching the Branch's resources to the limit, especially at the Canteen, where the ladies of the Branch were extremely busy all the time feeding the hungry thousands. Thank you ladies, I liked the hot dogs the best.

The Branch participation was at an all time high for the Exhibition, with 2/3rds of the Brisbane members and 1/5th of the country members helping out.

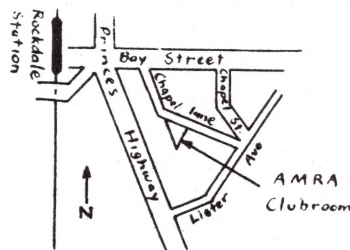
The new information stand was highly successful. The main features being the signs and display case, which was restored by Jim Bilby. The case was used to display a selection of Steve Suggit's models, and these proved to be a major attraction. All in all an enjoyable, successful, and exhausting Exhibition.

A 'two colour' code has been developed by Cec Wall so that members can mark their rolling stock to prevent mix ups in the future. As the Branch is nearly 30 years old, we have many members who have retired and have spare time on week days. Ken Innes suggested day time meetings for the more matured members. This was tried, and proved to be a great success. Contact Ken for details. The Branch Clubroom layout is progressing along fine, with most baseboard basics done, and track-laying to start soon.

Good to see Jim Fainges back in the Branch activities. During his break away, they say he's had an exhausting time in the 'Valley of the Dolls', but now he is into HOn3. Recently Jim assisted us with the construction of buildings for the Exhibition layout. Thank you Jim, and we hope you will be able to pass on some of your talents in the future.

Steve Malone
Acting Branch Reporter

***** NEW SOUTH WALES BRANCH NOTES



The program for August to October is as follows:

AUGUST

7 Sat Modelling Clinic - Kit Construction Part 2 - White Metal

- 13 Fri Layout operation, scrutineering, and driver training
 21 Sat Dinner and film night - see 'Smoke Signals'
 27 Fri Layout operation, driver training and second scrutineering

SEPTEMBER

- 4 Sat Auction - all goods to be catalogued by 2 pm
 10 Fri Modelling Clinic - How to achieve timetable operation
 18 Sat Exhibition preparation, scrutineering and driver training
 24 Fri Exhibition preparation

OCTOBER

- 1 Fri Setting up exhibition, RAS Showgrounds, 10 am - 10 pm
 2 Sat Exhibition - 10 am - 8.30 pm
 3 Sun " - 10 am - 6 pm

4 Mon " - 10 am - 6 pm
 5 Tues Clearing up at Showgrounds, 1 am - 1.30 pm approximately
 Meetings at Clubrooms, Chapel Lane, Rockdale, are held on 1st and 3rd Saturdays and 2nd and 4th Fridays. Unless otherwise specified, meetings on Fridays are 7.30 pm to 11.00 pm, and on Saturdays from 2.00 pm to 5.30 pm. Visits and inspections will, where possible, be arranged for days when there is no meeting at the Clubrooms. The AMRA (NSW) clubroom telephone number is 59 1899.

All correspondence regarding NSW Branch matters should be addressed

The Secretary
 AMRA NSW Branch
 PO Box 194
 ROCKDALE NSW 2215

QUEENSLAND BRANCH EXHIBITION 1982

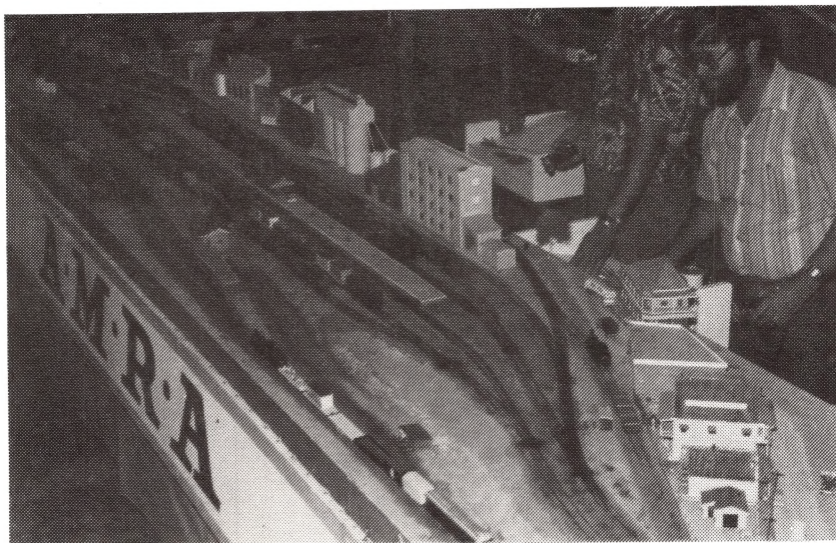


Photo A

Graham Morphet works on the Queensland Branch's Exhibition Layout. A PB15 is about to cross a 2100 on the H0n3½ right of way.



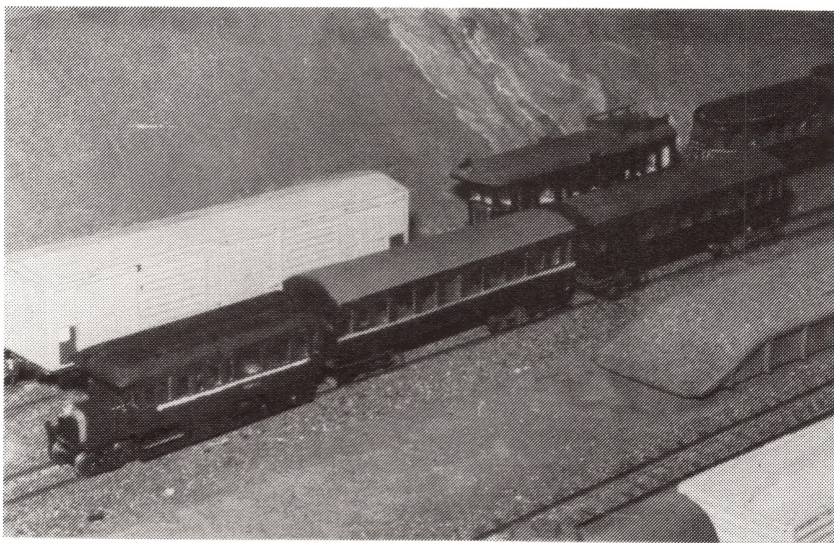
Gary Broom attends to the Information Stand at the 1982 Exhibition, while Terry Paton (behind in the white overalls) operates the 'Castle Layout'. Some of Steve Suggit's models are seen on display in the glass case.



Stewart Wall operating the 'Hill and Wall' layout at the Queensland Branch's 1982 Exhibition. A 44 class on a short coal train trudges over the trestle.



A general view of about one quarter of the displays at the Queensland Branch's 1982 Exhibition at a very slack time.



Some NSW members assisted with the Queensland Branch's 1982 Exhibition. Some models by Peter Sanderson from Ballina were used on the Branch layout. Three types of QR Railmotor modelled by Peter in H0n3½, using N gauge mechanisms, are seen here.